

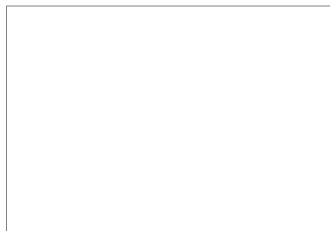
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NATIONAL PHOTOGRAPHIC
INTERPRETATION CENTER

**PHOTOGRAPHIC
INTERPRETATION
REPORT**

**NEW RIVER-CROSSING FERRY
SEVASTOPOL ARMY BARRACKS WSW
USSR**



GROUP 1: EXCLUDED FROM
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25X1NEW RIVER-CROSSING FERRY
SEVASTOPOL ARMY BARRACKS WSW, USSR

ABSTRACT

1. This report presents an analysis of new Soviet river-crossing ferries observed at two locations on the Black Sea. These ferries are unusually large, each one having a maximum length of 17 meters (55.7 feet) [redacted]. A basic description, a line drawing, an artist's concept, and selected photographs of this equipment are included in this report.

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INTRODUCTION

2. New Soviet river-crossing ferries were observed immediately north of Sevastopol Army Barracks WSW [redacted] on the beach of Kazachya Bay near the entrance to Sevastopol Bay in August 1970. A review of previous photography of this area revealed that the ferries had been present since December 1967 in various configurations. The ferries were also observed in open storage with other river-crossing equipment at Nikolayev Army Barracks AL 6 [redacted] in October 1970 (Figure 1). No other sighting of these ferries is known to have been made.

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BASIC DESCRIPTION

3. The new river-crossing equipment is a self-propelled cargo ferry or barge. It has three basic segments, a center section and two movable end sections (Figure 2). It is transported on land by truck tractor and a special-purpose trailer.

4. The center section of the ferry is square-hulled, flat-bottomed, and flat-decked. A small raised section at the after end of this section appears to be used for control of the ferry. The two end sections appear to be similar to each other in design. Both have two small platforms extending outward from the center section, and the outer ends of these platforms are connected by a crosspiece. Small support struts swing out and down from the crosspiece on both end sections (Figure 3). Detailed dimensions for all three sections of this equipment are presented in Figure 2.

5. Propulsion equipment, power units, and cargo area appear to be in the center section. Cargo and equipment are carried on the deck with only a canvas covering (Figure 4) for protection from the weather. These ferries or barges were probably designed to be used in pairs. Two ferries were seen in the water connected by a platform, and another two were seen on shore connected by spacing brackets (Figure 4). A military tank was observed between the two ferries which were connected by brackets, demonstrating their transporting capability.

6. Analysis of the photography indicates that the two end sections can be raised, lowered, or tilted at any angle to the main deck of the center section (Figure 4). In some instances, one end section has been removed. This appears



FIGURE 1. LOCATION MAP

- 1 -

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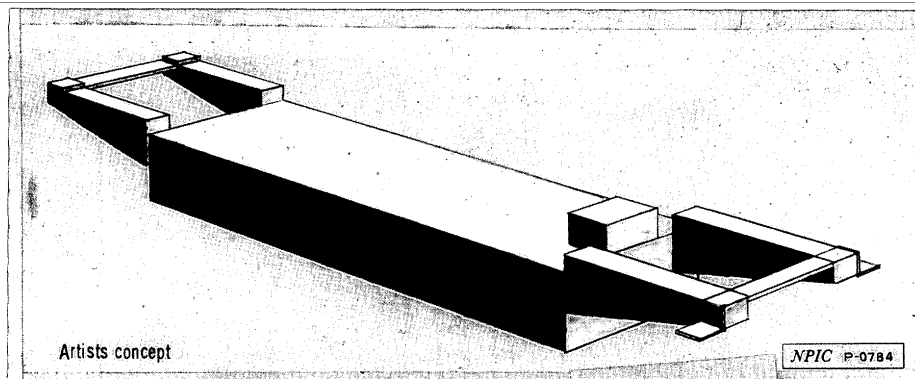


FIGURE 2. DIMENSIONS (TOP) AND ARTIST'S CONCEPT (BOTTOM) OF THE NEW SOVIET RIVER-CROSSING FERRY

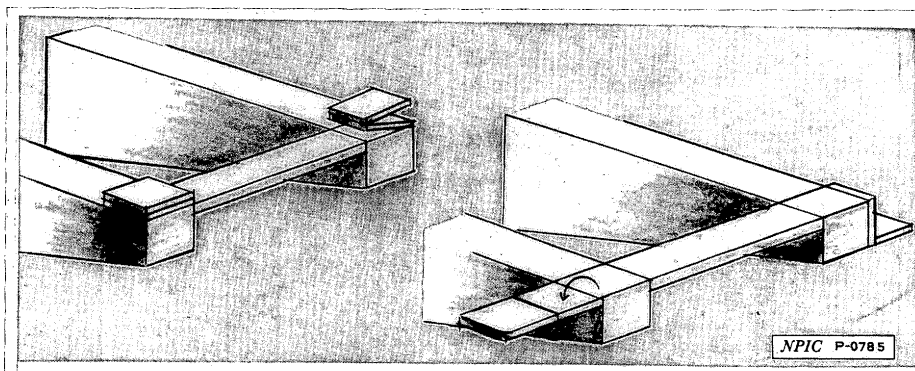


FIGURE 3. SUPPORT STRUTS OPERATION

to give the ferry the capability of unloading and offloading cargo in various configurations. The ramps could be raised for cargo handling to high piers or land formations or could be lowered for offloading cargo to a beach. The L-shaped support struts swing out and down from the crosspiece (Figure 3). This gives added stability to the ramps when they are in a lowered position. When swung down in place (Figure 4), they rest on the beach or pier and inhibit sideways movement of the ramps.

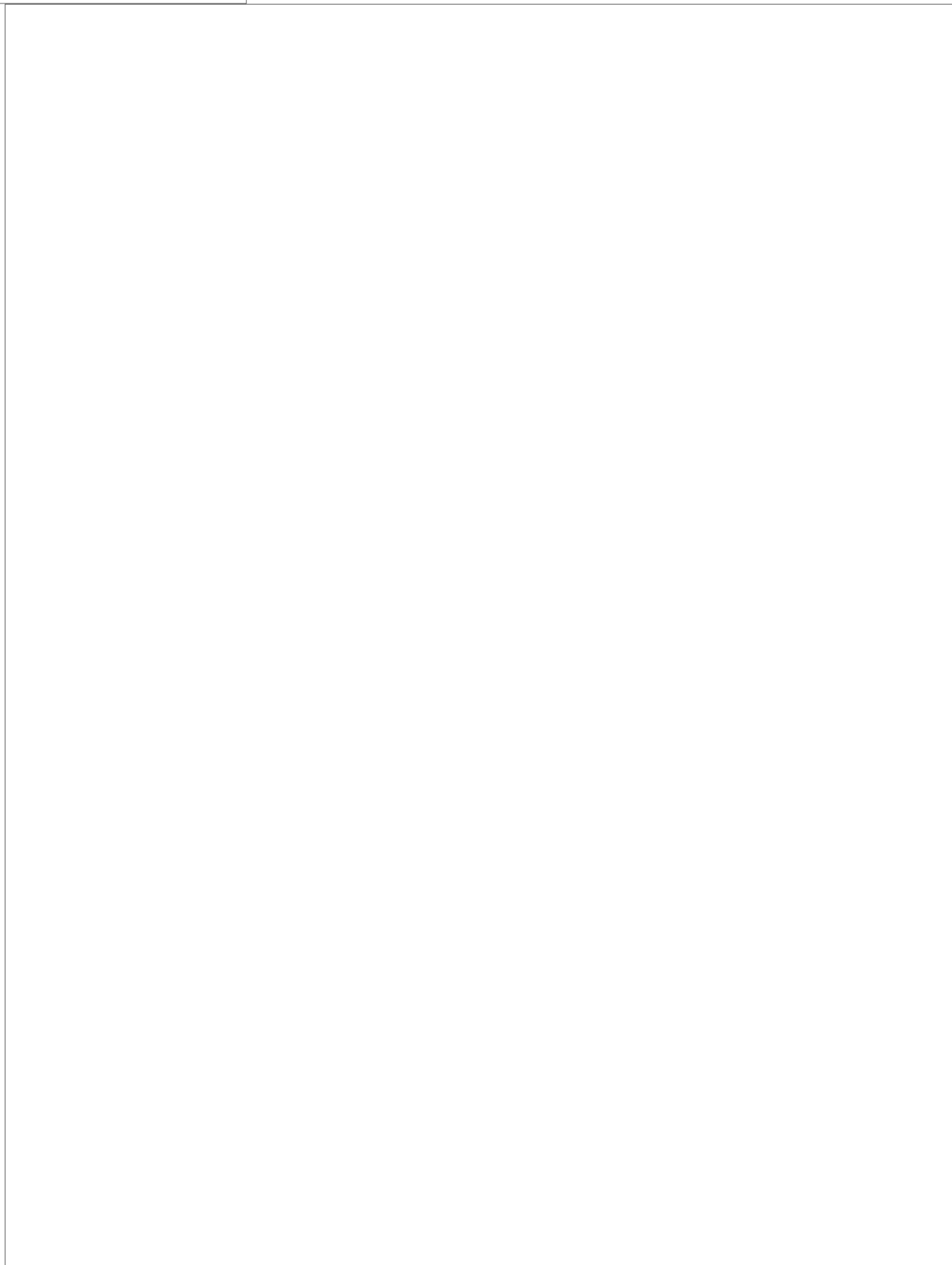
7. The ferries are not amphibious but can be transported on land by a special trailer towed by a truck tractor. The trailer is constructed in three sections: a tongue, a center section, and a low-profile wheeled platform which supports the entire weight of the equipment (Figure 4). The truck tractor and trailer serve as the launching ramp. The trailer is backed into the water and the ferry is released.

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8. There are several possible additional uses for this ferry. With a platform in place between two ferries, the cargo carrying area is increased to [redacted]. In this configuration, it could possibly be used as a platform for a piledriver or drilling equipment. It could also possibly be used as a heavy ponton for bridging rivers.

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9. The new river-crossing ferry has been in the Sevastopol Army Barracks WSW area since 1967. This installation houses small infantry, armored, and amphibious units. The ferry was also seen near Nikolayev in October 1970 in a river-crossing equipment storage area. Since the ferry has been seen at only two installations, it may still be under development.

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REFERENCES

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REQUIREMENT

NPIC/IEG/WGD/WURB Project 1432810D

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